suffered losses of US$12 billion in 2001 according to the International Air Transport Association (IATA). According to IATA, it is too early to predict as to when there will be a turnaround in traffic and the quantum of losses that are likely to be generated this year. The primary reason for these huge losses was drop in revenue due to the poor passenger traffic resulting from the public's fear of flying. Besides the additional costs of new security measures, insurance premium for war risk and high cost of airport and air navigation infrastructure added to the losses. Though the airlines have succeeded in getting people to fly again after September 11, 2001 incident, it is too early to predict when the airlines will reach a stage of profitability.

(d) to (f) Most of the countries including India provided temporary guarantees to their airlines to cover war risk. Aviation security has also been tightened to reassure passengers. Government of India has introduced sky marshals in airlines, secondary ladder point checks and deployment of Central Industrial Security Force for airport security at various airports in phases to strengthen aviation security. Airlines also have undertaken various cost-cutting measures to improve their yields.

Air Accidents

601. DR. AKHILESH DAS:
DR. KARAN SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that as per Civil Aviation authorities at least 24 per cent of the total air disasters in the country fall in the category of "deliberate error";

(b) if so, the number and details of air accidents during 2000-2001, 2001-2002 and 2002-2003 so far, attributable to such "deliberate error" together with those which involved small aircraft; and

(c) the steps taken and being taken to prevent such accidents?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) and (b) During the period 2000-2001 to till date, there had been a total of 14 accidents of which investigation of 10 accidents has been finalized. The investigation reveals that 8 cases are due to pilot factor. Amongst these 8 cases, there are two accidents wherin in one case the pilot had intentionally flown very low over lake

waters and in the other, the pilot had flown low in hilly terrain, which can technically be interpreted as a result of intentional or deliberate error on the part of the pilots. The details of these two accidents are given in the Statement (*See* below).

(c) the steps taken to prevent such accidents include:—

(i) Safety audit of the operators.

(ii) Periodic spot checks of the operators including pilots.

(iii) 100% Monitoring of Flight Data Recorders wherever fitted.

(iv) Action against defaulters for violation of the laid down norms or in cases where safety is compromised in aircraft operation.

(v) Dissemination of the causes of accidents to act as guidance and deterrent.

Statement

Details of two accidents

Sl. No.	Date/ Place	Aircraft Type/Regn.	Operator	Fatalities	Damage Details	Details of Accident/ Type/Regn. Probable Cause.
01.	21.11.2001	Microlight	Golden	01	Destroyed	Microlight was engaged in taking photographs and was flying low over the lake water. The left wheel of the microlight contacted water and fell into the lake. The pilot died in the accident due to drowning while a passenger on board was rescued. During intentional low flying over water, the pilot flew dangerously so low that the microlight wheels touched the water surface resulting in its sinking into the water.

Sl. No.	Date/ Place	Aircraft Type/Regn.	Operator	Fatalities	Damage	Details of Accident/ Details Probable Cause.
02.	02.01.2001 near Mussoorie UP	Bell 206 L4 VT-SPA	Span Air	05	Destroyed	After take off from DLF heliped at Mussoorie, the helicopter entered into a valley and crashed in a hilly terrain at Hatthipau enroute Dehradoon. Accident was caused when pilot after noticing wires late, applied rapid cyclic control, resulting in helicopter decelerating, loss in translational lift, increased power demand which was not available. This caused development of vortex ring with blade root stall, recovery from which was not possible. Low flying and over loading were the contributory causes to the accident.

Aircraft Purchase By IA

602. SHRI RAMA MUNI REDDY SIRIGIREDDY:
SHRI K. RAMA MOHANA RAO:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Indian Airlines is purchasing 43 aircraft from Airbus industries at an estimated cost of Rs. 10,089 crores;

(b) if so, the details thereof;

(c) whether the proposed purchase is on the recommendations of the Aircraft Evaluation Committee; and

(d) if so, what are the other recommendations made by the Committee?